

Volume No. 20

September 2002

Dear Members,

Hope all is well with you and that you have had a healthy and good summer this year. Now that the cooler weather is almost upon us, I am once again planning many new projects to enhance the museum both indoors and out.

Now that we've closed The Way It Was exhibit by Peter Cornwall, I'm preparing our next exhibition featuring photographs by J.W. Swanberg of the New Haven Railroad in the 50's and 60's. These photos will include shots taken in Danbury and also system-wide that show the New Haven in its heyday and also in its downfall. I'm planning on opening the exhibit on October 12th and have it run for about six months. Many of the pictures of Danbury in this exhibit will be kept on in our 100th anniversary of the Station exhibit, starting in mid-July of 2003. This very important anniversary is in its early stages of planning which will include possible train rides and a model show and many other attractions for our beloved Station. More to follow.

In August we received a gracious donation, the semaphore from the Wilton station. Our yard crew has intentions of installing it in the yard as a functional display for our visitors to enjoy. We have already begun the early stages of the restoration of the signal and should have it up and working before too long. This semaphore is the last operating one in Connecticut and is a highly treasured piece. My many thanks to Metro North and Connecticut DOT for considering us for this gift.

As you have heard me ramble on over the months on how badly we need volunteers I have formed a Volunteer Coordinating Committee to help the Museum reach out to our membership and draw in the interest and skills. The Committee consists of Jerry Lawlor, John Silbert, Frank Sullivan, and is chaired by Dan Gallo. Their job will not be an easy one in that we have many different needs of our volunteers, anything from covering the front desk, to the train crews, or to the gift shop, and the yard work and restoration crews. As we grow we inevitably become more faceted and diverse and need that many more people to operate the Museum. I wish this Committee well in their venture and hope their input will help us solve this on-going problem that we've had since our inception in 1994.

In closing I'd like to thank all who have helped us in this season's operations. We still have projects on the schedule and will continue with our yard activities on Saturdays, as long as weather permits.

Talk to you next month,
Ira B. Pollack
President

A Unique Experience!

The Holiday Express to New York City will once again offer a limited number of reservations aboard the Pullman Place Observation Car - **New York Central 3**, originally built for Harold Vanderbilt.

Now you can enjoy a complete breakfast and gourmet multi-course dinner in your private State Room or in the formal dining room. This is an adult only car and reservations are \$150.00 per person on a first come, first serve basis.

For more information call: Don Konen at (845) 225-6267 or e-mail at posmer@core.com

Mission....

The purpose of the Danbury Railway Museum is to organize and manage a railway museum in Danbury, Connecticut and to engage in any and all activities convenient to said purposes. The goal of said museum shall be to educate the public to the history of railroading and the role of the railroads, both as part of a natural heritage and as an institution in contemporary society. The corporation is organized exclusively for educational purposes.

Officers

Ira Pollack - President
Ron Freitag - V. President
Steve Gould - Secretary
Tony White - Treasurer

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Dan Foley, Chairman
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Change of address

Please send change of address to:

Danbury Railway Museum, Inc
Atten: Membership Chairman
P.O. Box 90
Danbury, CT 06813-0090

Or Via Email to:
drmmembers@aol.com

Danbury Departures is made possible by volunteers.

Comments and suggestions are always welcome.

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www.danbury.org/drm

The Yard Inside - September 2002

By Wade W. Roese

N gauge:

Landscaping including trees, shrubs, and grass; buildings in the form of houses and garages (thanks to Ira Pollack); paint on the roads and landscape areas on the southeast hill of the layout have started to bring the layout to life. Foundation refinement for the houses continues as does the efforts of Bill and Dave to increase the reliability of track-work and running equipment.

We still need photographs of buildings in and around the yard. We also need some N gauge "Contractors" seeking employment in the interesting and rewarding field of "N" gauge building construction. Please apply for a work assignment. No one will be turned down!

HO gauge:

Our HO "stuff", still needs a place. (building, railroad car, large closet, big idea). Oops! I forgot I said no closet last issue! Anyone with a suggestion, please contact Jeff Van Wagenen or yours truly:

Jeff Vanwagenen (203)-263-3627 or jjvanwagenen@yahoo.com.

Wade W. Roese (203)-938-3611 or Terwad@aol.com.

O Gauge:

Some temporary wiring work was done, but more permanent wiring will be required on the "Big O".

G gauge and "Live Steam":

Nothing new to report, but you haven't had a chance to respond to last month's article. Bob Boothe (914)-332-9552 and www.mogul1455@hotmail.com and Harry Leeds are heading up the previously mentioned Garden Railroad. Please contact Bob if you have an interest in this project.

If you haven't seen the Peter Cornwall exhibit yet....you missed it. Oh well! A new exhibit is in the works. More later.

Stop in the museum (the yard inside) and see what's new.

It's air conditioned!

Stay cool,
Wade

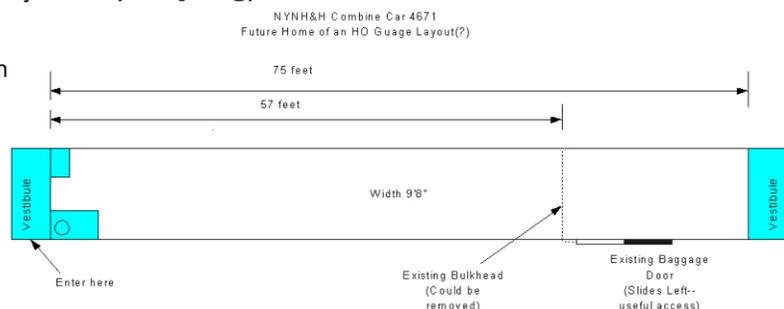
Layout Design, Anyone?

Our New Haven MU car may someday house an HO scale railroad. The design should provide for "one button" operation similar to our N scale layout, so that a Yard Tour Operator could bring in a small group of visitors, and run the railroad. Some space needs to be reserved for HVAC, although at a minimum the car could have baseboard resistance electric heating and some rudimentary ventilation. A simple track plan is called for, yet one that will provide sufficient interest for those who will build, maintain and operate it on off-hours.

Your ideas are requested! Please send me your CAD/CAM scale drawings (or your doodles on the back of a napkin). I'll present the winning designer a check for \$100 (HO scale, of course, which works out to \$1.15).

You can reach me by email: Jjvanwagenen@yahoo.com

Thanks!
Jeff Van Wagenen



WHAT'S HAPPENING

September/October 2002

I'd like to start this new column for our newsletter for all of you members who can't be at the Museum on a regular basis. There are many things that go on here that aren't reported on, like what happens in the yard on weekends, or who might be doing what on any given day in the building or the gift shop or the library. I've been trying to update our Wednesday night crowd as to what happens with a weekly report and now I'd like to share these items or events with everyone. These are some of the things that happened in August.

Wk of 7/31:

1. Planning Committee meetings on Mondays – We're working on the Holiday Express budget and finalizing the details of the event.
2. Patty Osmer and Don Konen putting up curtains around the bases of all model train layouts.
3. RS1 batteries installed by Mechanical Department.
4. Oil recycling bin arrived today, will be set up near blue baggage car.

Wk of 8/7:

1. Yard inspection by State this Tuesday – very pleased at our attempts at cleaning up the yard and facilities.
2. Closing of Peter Cornwall exhibit, prepping for J.W. Swanberg photos.
3. Welcome back Bob Westerfield after operation.
4. Bob LaMay has donated 3200 slides from Joe Snopek collection.

Wk of 8/14:

1. Power wash RS11, clean up of goop on underframe – lots of it! More to go!!
2. RS1 compounded paint finish by donated body shop crew looks great
3. Nancy, Bruce & crew pulling engine on RDC32 (need help)
4. This Sunday – DRM picnic.

WK of 8/21:

1. Dave Roberts, Adam and myself tarred 90% roof on 1547 coach, the other 10% was used on ourselves.
2. RDC32 engine #2 pulled out by crew – rebuilding begins.
3. Successful DRM picnic with over 60 people involved. Many operate RS1 with Pete McLachlan at the helm.
4. Volunteer committee formed with Frank Sullivan, Jerry Lawlor, John Silbert, and Dan Gallo. They'll be reaching into our membership finding out interests and deploying members in our many, varied tasks.

These are some of the things that are going on with us. I know that I've left out many other events and people who are doing things for the DRM but this overview will give you an idea of all the different things that happen here at the Museum.

Talk to you next month,
Ira B. Pollack
President

New Members

William M Cloherty	Washington, DC
Jeff Miller	Union City, NJ
Desmond Darclann	Danbury, CT
Justin Chapin	Carmel, NY
Scott March	Danbury, CT
Bill Mahaney	Croton-On-Hudson, NY
Edward J. Shahin Jr.	McLean, VA
Adrienne Menken	Stormville, NY

New Life Member

George Kowanski Croton-On-Hudson, NY

The Haunted Railyard is coming!

If you have a few hours to help set up the Haunted Railyard, or help during the event, please call Sue Thomas at 203-761-1981. It's the weekend before Halloween, so Set up will be Saturdays/Sundays in October.

An event that's a lot of fun, any time you can give to help set up spooky stuff most appreciated (or come be a M!onster, work in the station, etc).

Thanks,
Sue Thomas
Event Manager

News item:

Western Connecticut Chapter National Railway Historical Society presents the Fall Foilage Spectacular to Montreal, Canada and return to New York Oct. 12-14, 2002.

Two Days aboard the train, using the Pullman Kitchi Gammi Club Private Car, and one day in Montreal. Two nights accomodations at the Queen Elizabeth Hotel, above Central Station. Depart New York Pennsylvania Station behind Amtrak's Adirondack (final schedule to be determined). Board at any station on the Adirondack route, including Croton-Harmon and Albany-Rensselear.

Enjoy the views of the Palisades, Hudson Highlands, U.S. Military Academy, Catskill Mountains, Lake Champlain, from the private observation car. Light Breakfast and Lunch provided enroute.

Fare: \$695 USD per person, includes travel, meals aboard car and accomodations. Full details and boarding locations, will be provided with ticket order.

For further details contact the:
Western CT Chapter NRHS: at 203 655-1246 or
Email: westconn@bestweb.net

A Historic Occasion!

By Anthony Gruerio, Jr. And Buck Neulinger

The **SONO Switch Tower Museum** is open. A project of the Western Connecticut Chapter NRHS, this dream of operating this former **New Haven RR** building as an operating museum is a reality. Years of discussions, negotiations and determination have paid off in a first class showpiece that this Organization can be proud of. Please read on to learn the history of this structure, future plans for the museum, and about the railroad enthusiasts that make up this dynamic Chapter of the National Railway Historical Society (NRHS).

Tower History

In 1896, the **New York, New Haven and Hartford Railroad** completed a capital improvement program along the New Haven to New York mainline. This program included the elevation of the railroad through Stamford, Norwalk, and Bridgeport to eliminate grade crossings and resultant accidents. On July 5, 1896, **Signal Station 44** went into service in South Norwalk, and is the 44th interlocking station from New York. The tower is 1530 feet east of Norwalk and **South Norwalk Station**. The building is a three story structure, twelve feet by 35 feet, constructed from stone, brick and wood. Heavy timber frame is used to support the switch machine.

Electric signaling systems were installed in 1913, during electrification of the New Haven mainline. Three position signals were installed October 7, 1916. The present 68 lever mechanical Johnson interlocking machine was installed December 14, 1919. This type of interlocking machine is commonly called an "**Armstrong**" machine, due to the strong arms required to throw the levers. "Interlocking" refers to the feature in the machine in which switches and signals are connected as to prevent the operator attempting to line up conflicting routes, which would cause a collision. The most important protection to travelers and freight during the era in which the tower was in service was this protection for trains moving from one of the four tracks to another. This protection ensured that two trains were never on the same track simultaneously.

The tower controlled movements between Low Street in South Norwalk and the Norwalk River Bridge. It also controlled movements on the former **Wilson Point Branch**, the original terminus of the Danbury and Norwalk Railroad.

In 1969, the **New York, New Haven and Hartford Railroad** became the New Haven region of the **Penn Central**. This inclusion was a condition of approval of the merger between the **Pennsylvania Railroad** and the **New York Central System**. Following Pennsylvania practice, the tower was renamed "**BERK**", indicating the junction of the Berkshire Line to Pittsfield, Mass.

The tower was in continuous service until 1984, when a new tower was constructed on the north side of the tracks several hundred feet to the east.

Control of the signals and switches passed to dispatchers in Grand Central shortly thereafter when **Metro-North**, the current operator of the **New Haven Line** automated all train control between New York and Devon at Grand Central. SS-44 is one of two remaining examples of a manual interlocking tower in Connecticut.

Museum Operations

The **SONO Switch Tower Museum** will be furnished and equipped as it was during active service in the 1950's. A gift shop will be located on the first floor and will offer railroad memorabilia and brochures on local activities.

The second floor is an integral part of the operating portion of the Museum. This floor contains the base of the interlocking machine with switch locks and other electrical components. The area opposite the machine will display historic railroad items donated and/ or loaned to the Museum. These items may include locomotive bells, whistles, lanterns and similar items.

The third floor is the operational portion of the Museum. It features the 68 lever machine that once controlled switches and signals. The levers will be restored to operating condition to demonstrate what the Operators did when the Tower was in active service. Future plans include using a scale model of the SONO area tracks to demonstrate the operations of actual train movement.

The WestConn Chapter - NRHS

Founded in 1953, the Western Connecticut Chapter of the NRHS was founded to preserve the history of New England railroading, with an emphasis on the former **New York, New Haven & Hartford Railroad**.

The Chapter meets monthly - usually on the fourth Monday of the month at the United Congregational Church located at 275 Richards Ave. in Norwalk, CT.

For more information regarding membership and other Chapter events, please visit our website at: www.westctnrhs.org

Our mailing address is: WestConn Chapter NRHS
P.O. Box 24681
Darien, CT 06820-0481



Photo Credit - Roberta Ballard

From Ron Freitag

The latest addition to DRM's rolling stock collection is the once & future **Reading 18828**, a 50 foot ,smooth side sliding door boxcar. Currently lettered **D&H 24625** (if you can see thru the graffiti) it is the first donation to DRM by **Canadian Pacific Railway**. Huh? Howzat? Well, back in the '70's when **Conrail** was being planned, some excess equipment from the **Erie Lackawanna** & the **Reading** was transferred the the Delaware & Hudson. Among the equipment were these attractive green & yellow "billboard" cars, so called because of the large Reading logo spelled out across the top half side of the car body. There were 297 of these classed XLj by the **Reading** that became the property of the **CP** when they acquired the **D&H**. Most remained in service in full Reading livery with only **D&H** reporting marks & numbering to distinguish them from the other Reading cars that beace part of **Conrail** in April of '76. At this point 60 percent of the fleet were repainted boxcar red by **CP** while some received something in-between which was the fate of our car. It does however retain much of it's as delivered lettering including the DF inside a round ball which stands for "Damage Free" due to having been originally equipped with Evans load dividers for less than carloadings.

So why would we want one of these? Numerous reasons. I had contacted **Canadian Pacific** with a wish list & this was one of the items requested (no I can't go into what else I requested but there are some very interesting pieces) & was the first they found. Although the second youngest piece in our collection(built 7/71) they were very common in their day & are becoming increasingly rare at present & to be perfectly frank, since we are always in need of boxcars for work & storage space anyway, apart from historical significance, I felt a yellow & green one would have much more appeal to the general public rather than another reddish/brown one. Besides, who among us at one point or another hasn't owned the **Reading Railroad** playing Monopoly! And, oh yeah, by the way....it was free! We only had to pay a reduced rate for delivery from the **Housatonic** as **Canadian Pacific & CSX** donated their parts of the move. Can't beat that even with a big stick. My thanx to **Canadian Pacific, CSX & the Housatonic** for all their assistance with our latest accession.

Ride the Holiday Express Train to New York City!

Avoid the hassles of driving or taking a slow, stop-at-every-station train to New York City to do some serious sightseeing or shopping by taking the Danbury Railway Museum's 9th annual Holiday Express. The museum will host this perennially popular event on Saturday, December 7th.

Join your friends for a relaxing "fast express" leaving Danbury Metro-North station at 10:15 AM. On board you'll find a Museum gift shop, musical entertainment, gifts, a raffle, and complimentary snacks. And, who knows, Santa might also be aboard!

The train is expected to once again be pulled by one of the sleek Genesis locomotives (hopefully in the New Haven paint scheme!), and the rear will be brought up by a private rail car, New York Central No. 3, built by Pullman in 1928 for NYC Director, Harold Vanderbilt. After giving you about 5 hours in the Big Apple, the Holiday Express will return to Danbury at 7:15 PM.

Tickets ▼ adults: \$35, children (5-15): \$20 ▼ are available by phone with major credit cards (203-778-8337), or stop by the Museum at 120 White Street in Danbury during operating hours (Tuesday through Saturday, 10 AM - 5 PM and Sunday, noon to 5 PM).

Group rates and charters/private cars are also available.

The Danbury Railway Museum is a nonprofit organization, staffed solely by volunteers, and is dedicated to the preservation of, and education about, railroad history. The museum is located in the restored Danbury Station and rail yard at 120 White Street, Danbury, CT.

For further information, visit their Web site at: [Http://www.danbury.org/drm](http://www.danbury.org/drm) or call the museum at: 203-778-8337.

THE RAILFAN ANTICS OF THE FRANTIC FATUOUS FOUR

By Steve Gould

Those of you who have seen some of my video presentations on Wednesday nights will recognize the name of the group in the article title. The burning question America wants to know: who is the Frantic Fatuous Four?

A very good question, indeed. But first, how did the group get its name? Well, there are four members, which is a logical conclusion. But, why are they fatuous? Webster defines "fatuous" as "complacently stupid or inane; silly". Stupid we aren't but the rest applies when we are out railfanning.

The four members come from four different states – North Carolina, Virginia, Pennsylvania, and Connecticut. Three of the four were classmates at American University in Washington, DC, class of 1961 and two of the four were fraternity brothers there. The fourth graduated from Syracuse, but we don't hold that against him. And, two of the four were boyhood friends when they were growing up in New Jersey.

Paul Waugaman lives in Raleigh, NC and runs his own consulting business. Bob Kessler works for a government contractor on radar installations for the FAA and lives in Reston, VA. Bob's boyhood buddy is Rev. Everett Sahrbeck, a Presbyterian minister whose church is in Springfield, PA. (He is the former Orangeman!) The last member is me, retired from Pepperidge Farm after 23 years heading the company's distribution and logistics function, and presently Secretary of the DRM's Board of Directors. In case you haven't guessed, Paul, Bob, and I were classmates.

Bob and I have been chasing and/or riding trains since 1957; Bob and Ev earlier than that, shooting K4's on the NY&LB while they were in high school. Paul didn't start getting serious about trains until he joined Bob and I at the 1987 NRHS convention in Roanoke, VA, and rode a fan trip with us using J #611 and A #1218. But, the four of us as the Frantic Fatuous Four, didn't start chasing trains together until two years ago.

Our first foray was in October 2000 riding a Carl Franz photo freight charter on the Western Maryland Scenic Railroad. The star of the show was 2-8-0 #734, nicknamed "Mountain Thunder". The train consisted of seven freight cars, caboose, and two coaches. Highlight of this trip was #734 having trouble getting her footing on wet, leaf-covered rails. There was also the multitude of photo runbys Carl is so famous for. And Paul got an unbelievably long cab ride while #734 had trouble climbing the grade after leaving Brush Tunnel. Near the conclusion of this trip, the FFF'ers made plans for their next rail safari – England!

In late March – early April 2001, the group, leaving from three different airports, headed across the pond to the UK to attend the 25th Silver Jubilee Steam Gala on the

West Somerset Railway. Paul was on business there already and we met him later in Bristol at an appropriate spot – Temple Meads Station. We spent three days at the WSR and saw nine engines under steam. There was some sightseeing as well and, Rev. Sahrbeck (Rev Ev) made sure we saw Wells Cathedral (we attended Evensong) and the ruins of Glastonbury Abbey. We also saw the Swindon Railway Museum and spent several days in Windsor, and toured London. HST's, EMU's, DMU's and the Tubes were also covered.

A very formal invitation was received from Ev, inviting the FFF'ers and their wives or significant others to stay at the manse with he and his wife Nancy and family. This served as base of operations for the Super Saturday Streetcar Special IX. Steve Barry of Railfan and Railroad Magazine and the Wilmington Chapter, NRHS have run these trips on SEPTA for a number of years on Super Bowl weekend. The crisp, sunny day found two cars in use: a Red Arrow painted PCC and a PTC painted PCC. The wives visited nearby Longwood Gardens. The day was topped off by an excellent dinner in downtown Philadelphia at McCormick & Schmicks on Broad Street.

The last get together was in June of 2002. Paul drove up from Raleigh and met Bob in Reston. They drove together to Lancaster, PA and met me as I got off an Amtrak Keystone Service train from New York. Ev met us at our motel in Lancaster the following morning. The subject of this trip was 100-year-old Rockville Bridge, the Railroad Museum of Pennsylvania, and the Strasburg Rail Road. We spent one full day at or near the bridge catching NS and Amtrak action. The following day, we visited the Museum and paced Strasburg 4-8-0 #475 and 2-6-0 #89. We also caught Amtrak action at Bird-in-Hand, Leaman Place, Gap, and Elizabethtown. (Look out, this will probably be a Wednesday presentation sometime in the future!)

Where to next? We talked about getting together in North Carolina for Nothing Could Be Finer Than Railfanning in Carolina!. Also, I made an offer for meeting up here in CT where a visit to the DRM would be on the agenda. In any event, it will be soon. The Kodak and Fuji folks are waiting with baited breath for the Frantic Fatuous Four to once again roam the countryside in pursuit of steel wheel on steel rail.



Bob Kessler, Paul Waugaman, Ev Sahrbeck,
And Steve Gould at Gap, PA - June 2002

Tonawanda Valley Restoration Project Plan

By Charlie Albanett, Assistant Project Manager/Crew Chief



Phase 1: Exterior

The exterior of the car must be restored to a condition that is both historically accurate, and structurally sound. The front of the car must have a great deal of metal work, including welding, that will allow for the car to be run in a safe manner at low speeds. The doors in the front, the steps, the platform, the walls, and ceiling all must be repaired with the goals of stopping rot and deterioration, and returning it to its original appearance.

All rot on the sides of the car must be removed and repaired so as to stop further rot and to replace metal that has already rotted. The roof must be sealed so as to stop leaks and be returned to a black color. The sides must be repainted in Pullman Green after all rot problems have been fixed. All windows must be restored to working condition.

The rear platform traps must be fixed to working order. Restoration of the steps is also necessary. The whole platform needs to be repainted upon solving of the rust problems.

The trucks and undercarriage of the car should be cleaned and painted black. This can be done quickly with spray paint. All hatches and doors should be opened and lubricated. The functionality of all parts of the undercarriage of the car should be decided upon.

Phase 2: Interior

Every room must be restored to original appearance when the car was in Twentieth Century Service. Work should start with the rear of the car (main lounge) and go towards the front as to allow for use by the museum to be optimal. All paint must be removed before new paint is applied. This is necessary to gain the best appearance, especially when painting what would be a smooth surface (wood and metal). All doors should have working handles and locks (new keys if necessary), and all automatically closing doors should close automatically. The car should gain as many original Pullman items as possible as to make a museum-quality display.

Every room should be stripped before any room is repainted. Every room should be repainted before any room is refurnished. This is to prevent damage to newly restored rooms. Soda fountain should be restored to the format it is currently in. Plans are insufficient at this time to determine a previous configuration.

Thanks to those who helped make this a busy summer in the Gift Shop!

Kathie and I were kept busy ordering new merchandise and keeping the shelves stocked with any new items we could find. Welcome to our new volunteer, Leo Kwiatkowski, who will be helping us out on a regular basis. Leo has already proven his abilities on the new computer register, and next time you visit, you'll notice that the counter has more space!

Yes, we FINALLY did it ... the old register is gone, and we are completely computerized!

We thank Dan Foley for the slides he has donated to the Gift Shop; these great shots are available for sale.

Other new merchandise includes DRM Long Sleeve Henley shirts and short sleeve Golf Shirts, both available in a variety of sizes and colors. We also have some train gift wrap paper, and our new DMR coffee mugs, as well as a number of new books, and have some Thomas lunch boxes and back packs left from our Back To School display.

The featured book this month is CONNECTICUT WHISTLE STOPS, which describes the stations and communities along the former NYNH&H, from New Haven to Greenwich. This book is going fast, so stop by and get your copy today.

Watch this space for coming events, which will include Gift Certificates for sale in the Gift Shop, our annual Thanksgiving Sale, and featured items for the holidays.

Thank you again for your continued support.

Kathie, Patty, and Leo.

Dear fellow railroaders,

As you are probably aware, with the new Connecticut State budget in effect, programs are being slashed across the system. The Department of Transportation was particularly hit hard. Particularly the hardest hit are the railroads as well as the railroad safety program, Operation Lifesaver.” We are trying to promote the Operation Lifesaver “Special Interest” plate (nick named the “Railroader’s Plate”) as much as possible. We are trying to get as much support from the railroad companies, railroad workers, as well as railroad enthusiasts. We need everyone’s help in promoting railroad safety, as well as the support of Connecticut Railroads during this time of budget cuts. We need your help and show of support to prevent further cuts in the program.

I have enclosed the forms & information on how to obtain the Operation Lifesaver license plate, as well as a photo of the new plates. These plates are currently available and are presently seen on several personal & company vehicles across the state. We ask your help in spreading the information on crossing safety and on the availability of the “Railroader’s Plate”. If you have already obtained your plate, we thank you for your support. Even if you choose not to acquire a “Specialty Plate” at this time, we ask that you please pass along this information to as many people that you would believe to support railroads and particularly railroad safety in Connecticut. Additional information may be obtained from the enclosed list of business cards and phone numbers.

Together with your help, we hope to bring the number of fatalities at railroad crossings in Connecticut, to zero, with our program to educate drivers on the dangers of driving past warning lights and trying to race the train at railroad crossings. We thank you in advance for your help and support.

Enclosed you will find a Price, Payment, and information Chart, in addition to the M-37 forms needed to obtain your plate. **Please leave the blocks blank, which are marked:** “ORG I.D. NUMBER”, NAME OF ORGANIZATION LIAISON” and “SIGNATURE OF ORGANIZATIONAL LIAISON”. Any type of vehicle or equipment license plate may be transferred to the new Operation Lifesaver plate. If you would like to keep your existing plate number and have it transferred to the Operation Lifesaver plate, please check the box marked “Transfer my vanity, low number, or current marker plate to the Special Interest background”. This will allow you to keep the plate number you currently have, but transfer it to the new “Railroad Plate”.

Please send the completed forms along with a check for the proper amount, (made out to “DMV”) to:

**Mr. Thomas Pycrz
359 Abbe Road
Enfield, CT 06082**

The requests will be proofread and forwarded to the Connecticut Operation Lifesaver state coordinator, Mr. Kenneth Gambardella. Off-the-shelf-plates take about three (3) weeks for processing. Remakes of Current Marker Plates and New Vanity Plates take about five (5) to six (6) weeks for processing and printing. All plates will be mailed directly to your home address.

We thank you for your participation in helping spread the railroad safety message.

**SPECIAL INTEREST
PRICE, PAYMENT AND INFORMATION CHART**

Plate Type / Style	Fee	Availability
Off-the-shelf-plates	\$65.00	Passenger, Commercial, Combination Camper, Camp Trailer, Handicap
Remake of Current Marker Plates	\$65.00	Passenger, Commercial, Combination Camper, Camp Trailer, Handicap
New Vanity Plates	\$65.00 \$65.00	Vanity Plate Fee Special Interest Fee
Total	\$130.00	Passenger, Commercial, Combination Camper, Camp Trailer, Handicap

Application (M-37) must be submitted with liaisons signature. Vehicle must be currently registered in Connecticut with permanent plates. Application for vehicles registered with temporary plates will not be accepted.

Applications for registrations due to expire within the next 45 days will be returned. Applicant should submit application after they have renewed their registration.

You may only acquire the same registration type as you now currently have on your vehicle. Ex: You cannot request passenger plates if your vehicle is currently registered with combination plates.

**** Firefighter, Fidelco, Pearl Harbor and New England Air Museum Special plates will only accommodate 5 characters or less.**

**** \$10.00 Veteran Organizations: Pearl Harbor, Purple Heart, Iwo Jima, Disabled American Vet, Korean War and National Guard (retired).**

SPECIAL INTEREST PLATE APPLICATION M-37 REV. 1-2002	DMV USE ONLY	CLASS CODE	SPECIAL PLATE COMBINATION	ORGANIZATION I.D. NO.	DATE ISSUED
		<input type="checkbox"/> 01 <input type="checkbox"/> 02 <input type="checkbox"/> 03 <input type="checkbox"/> 11 <input type="checkbox"/> 15 <input type="checkbox"/> 31			

1. Complete this application and return it to your organization liaison with your check or money order for the designated amount payable to "DMV". Do not send cash.
 2. Organization liaison submit the approved application along with applicant check or money order to: Department of Motor Vehicles, Special Interest Plate Unit, 60 State Street, Wethersfield, CT 06161-0507.
 3. **LEASED VEHICLES** - Submit with the application the lessees' name and address.

* Transfer my vanity, low number, or current marker plate to the Special Interest background - \$65.00 FEE. (CAMPER, COMBINATION, HANDICAPPED, CAMP TRAILER, COMMERCIAL, AND PASSENGER)

* Replace my current marker plate with an "off-the-shelf" plate from the Special Interest Series - \$65.00 FEE. (CAMPER, COMBINATION, HANDICAPPED, CAMP TRAILER, COMMERCIAL, AND PASSENGER)

* I do not have a vanity plate but wish to obtain one on the Special Interest background - \$130.00 FEE. (SEE REVERSE FOR VANITY PLATE INFORMATION)

CURRENT PLATE NO.	PRESENT REGISTRATION TYPE (Pass. etc.)	DATE REGISTRATION EXPIRES	MAKE	MODEL	YEAR	IS VEHICLE LEASED? <input type="checkbox"/> YES <input type="checkbox"/> NO
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NAME(S) AS APPEARS ON REGISTRATION (Last, First, Middle Initial)	VEHICLE IDENTIFICATION NUMBER	DAYTIME PHONE NUMBER
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ADDRESS AS APPEARS ON REGISTRATION (Number and Street)	(City or Town)	(State)	(Zip Code)
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NAME OF SPECIAL INTEREST ORGANIZATION	ORG. I.D. NUMBER	NAME OF ORGANIZATIONAL LIAISON (Please print)	SIGNATURE OF ORGANIZATIONAL LIAISON X
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CANCELLATION OF THIS ORDER WILL NOT ENTITLE YOU TO A REFUND

SIGNATURE OF REGISTRANT X	* If your current registration is due to expire within the next 45 days, hold your application until you have renewed your registration.	DATE SIGNED
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VANITY PLATE REQUEST(S)

A dot will separate letters from numbers. All letters are equally spaced. No dashes or extra spaces between letters are allowed. (Example: If plate number ABC123 is ordered, it will appear as ABC•123.)

List plate request in order of preference. First available preference will be ordered. THE ORDER CANNOT BE CHANGED.

1.	4.
2.	5.
3.	6.

Every attempt will be made to accommodate your request, however, the Department of Motor Vehicles reserves the right to deny issuance of certain requests.

The following organizations may request 5 digits or less ONLY. Pearl Harbor, Fidelco, Marine Corps, Fire Fighter, New England Air Museum.

VANITY PLATE OPTIONS

- A. 1, 2, 3, 4, 5, or 6 letters. Plates manufactured with all letters may include a dot.
- B. 1 letter followed by 1, 2, 3, 4, or 5 numbers.
- C. 2 letters followed by 1, 2, 3, or 4 numbers.
- D. 3 letters followed by 1, 2, or 3 numbers.
- E. 4 letters followed by 1 or 2 numbers.
- F. 5 letters followed by 1 number.
- G. 1, 2, 3, 4, or 5 numbers followed by 1 letter.
- H. 1, 2, 3, or 4 numbers followed by 2 letters.
- I. 1 or 2 numbers followed by 3 or 4 letters.
- J. 1 number followed by 5 letters.
- K. Numbers: 00001 through and including 99999.
- L. Numbers: 000001 through and including 999999.

Note: Six numbers will be separated by a dot
(Example: 999•999)

